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the pewter pence and half-pence. Obverse, the King's head to the left, laureated, the hair flowing in loose curls over the back of the neck, bust draped: legend, IACOBVS . II . DEI . GRATIA. It is identical in size and type with the obverse of the brass six-pence first coined in June, 1689; reverse, MAG . BR . FRA . ET . HIB . REX . 1689.; a crown over a harp, at each side of which are the numerals II. It consists of a hard white metal, which rings with a clear sound, and it weighs fifty-one grains. See fig. 2.

The numerals on the reverse seem to indicate that the value of this coin was four-pence. I know of the existence of five of them, which leads me to believe that they were in circulation to a limited amount, and were probably issued a short time previous to the pewter coins which first appeared in March, 1689–90.

DESCRIPTION OF THE PLATE, WITH REFERENCES TO ENGRAVINGS  
IN SIMON AND RUDING.

1. Crown. Pewter, 346 grains, . . . . British Museum.  
Ruding, Suppl. part ii. pl. vi. fig. 11.
2. Groat. Mixed metal, 51 grains, . . . . Dr. Smith.  
Simon, pl. viii. fig. 177.
3. Half-penny. Pewter, 72 grains, . . . . Royal Irish Acad.
4. Penny. Pewter, 130 grains, . . . . Edw. Hawkins, Esq.  
Simon, pl. vii. fig. 150.
5. Penny. Pewter, 107 grains, . . . . Dr. Smith.  
Ruding, Suppl. part ii. pl. vi. fig. 1.
6. Penny. Pewter, 95 grains, . . . . Dr. Smith.  
Simon, pl. vii. fig. 176,<sup>1</sup> and Ruding,  
Supplement, part ii. pl. vii. fig. 1.
7. Half-penny. Pewter, 71·5 grains, . . . . Dr. Smith.  
Simon, pl. vii. fig. 151, and Ruding,  
Supplement, part ii. pl. vii. fig. 2.
8. Crown. Pewter, 281 grains, . . . . Royal Irish Acad.
9. Silver proof of a half-penny, 65·4 grains, Dr. Smith.

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NOTES ON THE SURRENDER OF ROSS CASTLE, AS READ  
BY JOHN P. PRENDERGAST, ESQ., BARRISTER-AT-LAW,  
AT THE MEETING OF JANUARY, 1854.

BY THE REV. A. B. ROWAN, D. D.

BEFORE I proceed to the matter of this paper, I may be permitted for myself and other distant members to express our obligations for

<sup>1</sup> In Simon's engraving the hair descends on the bust, as on No. 5.

the arrangement which affords us, at intervals of two months, the Transactions in Parts, as printed. I could not offer a better proof of the utility of such accommodation than by observing that, in default of it, it would probably be somewhere in the year 1856, that I should (if living) be in possession of Mr. Prendergast's interesting paper, at a time when its subject might well have lost much of its interest, and all its freshness, for him, myself, and the members of the Society in general.

The documentary evidences respecting the surrender of Ross Castle produced by Mr. Prendergast are in themselves most interesting; they set at rest all possibility of further question as to the fact, that "transported ships," or, more accurately, "gun boats," had been employed in the reduction of that fortress in 1652. Yet I think these documents scarcely warrant Mr. Prendergast's deductions as to the mode of transit of these vessels to the scene of action, and as he has (with a too favourable notice of a little antiquarian scrap-book of mine) adduced my version of an expression in the epitaph of the builder of these vessels in proof of his deductions, I am induced to re-open the question, and to argue that neither the original Latin of the Kinsale monument (*terris velificasse ratem*), nor my own version of it ("*o'erland voyage*"), nor yet the import of Mr. Prendergast's documents, are sufficient warrants for the conclusion "*that the vessels had been carried over the hills,*" or, as Ware gives the tradition, "*over the mountains,*" and by consequence that "*the river was not the course taken by the boats to the siege of Ross Castle.*" I hope to be able to discuss all these points with that friendliness and respect for my opponent, which should always mark our harmless antiquarian controversies.

It is usual to commence an engagement with the light-armed troops; I therefore dispose of the original Latin of Captain Chudleigh's monument by saying, that Mr. Prendergast's inference, if it proved anything, would prove too much: "*velificasse ratem terris,*" taken strictly, would signify, "to make a vessel sail *on* the land," which is something different from "carrying a vessel," or the materials of a vessel, "*over mountains.*" I recollect seeing some years since, in a volume entitled, "Scientific Recreations," a design for a *land boat*, described as having made an experimental trip with the aid of sails, on the flat plains of Holland; but it is enough to say that, even though the attempt might have succeeded there, it does not involve the possibility or probability of such a mode of progress through or over the mountain passes of Kerry! As for my rendering of the passage by the terms "*o'erland voyage,*" I am obliged, as knowing my own meaning, to protest against the inference drawn from it, and to ask, as I have before now been obliged to do in reference to serious deductions drawn from random expressions—"Adzooks, who would swear to the truth of a song?" When making a metrical version of the inscription rescued by Mr. Hall from neglect and rubbish

in St. Multose's Church at Kinsale, the question put in issue by Mr. Prendergast was not at all in my mind. I adopted what I thought a happy turn of expression made familiar to us by the modern phrase, "overland route to India," a route, I may remark, which, with a land transit of but sixty or one hundred miles from Cairo to Suez, includes many thousand miles of passage by water.

But, to dismiss verbal criticism, and to discuss the question directly, with a view to ascertain the fact with as much approach to certainty as documents or localities will allow, I beg to say that, reading Mr. Prendergast's paper, as I do, with a perfect knowledge of the locality (in fact by a half-hour's ride to the top of the mountain range over my house I can trace the Laune from its outlet at the Lake to its embouchure at Killorglin), and from comparison of *dates, which in this matter become of importance*, I now propose to support the proposition that the transit of the vessels was by *water*, and not by land. I proceed to argue this proposition.

Scout-Master Jones' letters to the Lord General Ludlow give us the following, as the particulars of the naval preparations for aiding the assault on Ross Castle :—

1. Two *half-made* boats, to carry two pieces of ordnance, *so prepared as they will be set up in two days*.

2. Five or six boats more, ready made to land or transport fifty men each.

3. Materials for making twelve boats more *on the place*, if need be.

All these munitions of war arrived in the Bay of Dingle (or *Castlemain*, as it is called indifferently) on the 18th of June, 1652. The terms for the surrender of Ross were signed on the 22nd, and ratified by Lord Muskerry on the 23rd following; so that the transit of the boats, their "setting up,"—their launching in such condition that, as Ludlow's narrative informs us, "*they could be rowed about in the water*,"—must have been accomplished in the short space of *four* days: whence we may collect that they must have arrived on the shore of the lake in a state of considerable forwardness, or else must have been of very flimsy construction, and intended more to alarm than to do active service against the enemy.

From the terms in which Dr. Jones desires "*a convoy to countenance their landing and conveyance*," Mr. Prendergast infers that no such precaution would be necessary "*if they were merely to be launched from the transport into the river*;" but I presume Mr. Prendergast is not aware what an insignificant river the Laune becomes from the point at which it ceases to be navigable for vessels of burden. A little way above Killorglin bridge it is so narrow that a few active men on either bank, armed with stones, could seriously annoy and interrupt the progress of a boat in mid-stream; and a convoy, to superintend the landing and clear the banks at each side, would be an obvious precaution for the planners of the

expedition to arrange beforehand: moreover, that the state of the country required it is evidenced by the communication of the Parliamentary Commissioners, at p. 29 of Mr. Prendergast's paper, which mentions "the routing of a party of the enemy, including fifty horse," and the taking of a deposit of powder "from an abbey called Killlara." This is obviously a mis-spelling for the abbey of KILLAGH, or, as it is now more euphoniously than correctly called, KILCOLMAN, a fine ruin, standing in the demesne of that name, the residence of Sir William Godfrey, Bart., and which lies but a few miles from the embouchure of the Laune. "*In these parts*," that is, in the neighbourhood of the Laune river, Ludlow and his brigade continued until the 18th of June, when they made their final march to their entrenchments before Ross, "*sending thither their boats and provisions*."

Mr. Prendergast's next difficulty as to water transit arises from the character of the river Laune itself, which "*being*," as he correctly says, "*not easily navigable at any time, was, of course, at midsummer at its lowest level*." This observation is quite true, and leads us to a consideration of the capacity of the river for admitting the upward passage of a boat in present or past time.

I will first take for granted that the present condition of the river is the same it was two hundred years ago, and it may be described in its general character as a succession of deep pools, varying from half a mile to a mile in length; these being separated by gravelly shallows. As it issues from the Lake through some tortuous rapids, there is no deficiency of water, but the strength of the stream would require considerable and continuous physical force to draw a boat upwards through them.

Now all this presents no extreme difficulty, whereas, at the period of the transit of the boats, the difficulties of land carriage would have been great indeed. The roads of that period could have been little better than "bridle-paths," the woods which covered the country dense and intricate; and though we speak of the valley of the Laune, yet the term is scarcely applicable, except by comparison with the more mountainous region about, for it consists of a succession of high and low lands, over which I will not absolutely say that one or more pinnacles could not be carried; but I greatly doubt the possibility of their being so carried, fitted up, and launched on the waters of Lough Lein in the space of three days, as *must* have been done in the case we are now considering.

To return to the existing gravel-beds in the Laune. A question here presents itself, namely, whether we should consider that they existed in the same accumulation in 1652 as in the present day. These shoals are produced by the *detritus* brought down by the smaller mountain tributaries, which, in rainy weather, rush from the Reeks, and other parts of the mountain range forming the rain-basin of the river. Every one observant of the phenomena

of mountain rivers will understand that gravel deposits from such causes must be continually increasing, for these streams are continually changing their course: every fresh flood makes its fresh inroad on the beds of stone and earth forming the banks of the torrent; nor is it uncommon to see on the face of a mountain the commencement of what a future generation may know as a deep mountain glen, made after a single day's rain, by the rush of a stream accidentally diverted into a new course through fresh and friable soil, from which it sweeps all loose materials, to swell the deposits in the lowland river to which it may be tributary. These observations, applicable to all rivers fed from mountain ranges, apply peculiarly to the Laune, and induce me to offer the suggestion that its water-way was, in all probability, much deeper and more equable two centuries ago than it is *now*, when to draw a war-boat up it, though difficult, is not impossible; for it was actually accomplished some years since by a party of officers from one of the war-steamers then stationed on our coast. If I do not mistake, I read a slight journal of this expedition, written by one of the officers engaged in it; and I have a recollection of a similar feat having been performed by another party of naval men earlier in the present century.

Since I commenced this paper, on looking into Smith's "Kerry," I observe that he professes to have known of an old man of the name of Hopkins, living in his day near Dublin, who was "*one of those engaged in drawing the ship into the lake*;" and I perceive that Smith expressly states that the boats, "being arrived in Castlemain Bay," were "*brought up, by the river Lane, by strength of men's hands*." This testimony, which brings us to the era of a living witness of the transaction, confirms my view of the mode of transit.

And though this view of the mode of transit may "lessen the marvel" of the feat in one way, in another it seems to me to add to the reputation of all concerned, for the energy, promptness, and perseverance of their proceedings, especially of Captain Chudleigh, who, having had the "care of the whole business committed to him," proved himself "able and fit for the service," and justified the opinion entertained of him while living, and the laudatory epitaph which marks his place of sepulture.

Nothing remains to be said except a few words of explanation as to the causes which drew the course of war to what the Parliamentary Commissioners call this "knotty and difficult south-west corner of the island," and how it came to pass that Ross should be the last garrison and strength of stout old Lord Muskerry.

The castle was, and is, part of the possessions of the Brownes, Earls of Kenmare, and was held by Lord Muskerry as the guardian of Sir Valentine Browne, his nephew, then a minor of about twelve years of age. These particulars I learned from a volume in the British Museum (Addit. MSS., No. 4820), entitled, "Funeral Certificates of Ireland," which contains many details of interest for the

tracing of the descents and connexions of Irish families. The following extract is a specimen of the minuteness and particularity with which such matters were put on record in former days:—

“SIR VALENTINE BROWNE of *Molahiffe Baronet*—he did marry MARY daughter of Sir Charles MacCarty, Knight, VISCOUNT MUSKERRY, by whom he had two sons and two daughters—viz. Sir Valentine Browne, two years and half old at May 1640, John, Elis, and Elenoure. The above Sir Valentine did depart this mortal life the 25th April 1640, and was interred in the Parish Church of Killarney—July 6th following—the truth of the Premises as testified by Edward Hussey of Rath in the County of Kerry, Esq—taken by me Albone Leverett, Officer at arms—to be enrolled in the Office at Arms.”

The connexion between the Brownes and MacCarties of Muskerry was still closer and more complicated by a second marriage of a former Sir Valentine with the sister of his son's wife, for among the same certificates we read that—

“SIR VALENTINE BROWNE of Molahiffe Baronet deceased 7th September 1633—he had to his first wife Elizabeth daughter of Gerrott Earl of Desmond (that was attainted) by whom he had issue, Sir Valentine—James Browne—Nicholas, Ellenour, Mary, Catherine—His second wife was Sheely daughter of the Right Hon<sup>ble</sup> Sir Charles MacCarthy Viscount Carthy of Muskerry—by whom he left issue, Thomas, Margret, Mabel.”

Of these issue, Captain James Browne is frequently mentioned in the records of the time as an officer under Lord Muskerry's command, taken prisoner, exchanged, and finally slain in the battle of Knockninoss, near Mallow, some time before the surrender of his ancestral fortress.

I have nothing to add, except that, as Mr. Prendergast's mention of my trifling “Lake Lore” stands on record in your “Transactions,” I beg the Society to give the little volume itself a place in their Library, by accepting the copy which I herewith transmit through their Secretaries.

## ON THE RUNIC CROSSES OF THE ISLE OF MAN.

BY JOHN WINDELE, ESQ.

LIKE Ireland, the Isle of Man possesses amongst her most remarkable monuments sculptured stone crosses, which have long attracted the attention and notice of the various writers who have visited or described that island and its remains. Some of these have been